

SOUTH STIRRING FOR GOOD ROADS

What the States Are Doing to Raise the Money.

FACTS STATED AT ASHEVILLE

G. Grosvenor Dawe Reviews Activity in Each Commonwealth During the Present Year—Texas Stands First and Has Biggest Problem. \$17,950,000 in Bonds Voted.

Asheville, N. C., Oct. 9.—One of the interesting addresses before the Southern Appalachian Good Roads Convention here this week was delivered by G. Grosvenor Dawe, of Washington, D. C., managing director of the Southern Commercial Congress.

To Mr. Dawe was assigned the task of summing up the results of the convention, which he did with rare judgment and skill. A portion of his speech was devoted to a resume of what the several States of the South have done this year in the matter of road building.

Mr. Dawe said that between the months of March and September, this year, eleven of the fifteen Southern States have shown more or less activity. In the aggregate these States have either voted, or elections are pending with good prospects of an affirmative vote, issues of bonds for constructing public highways amounting to \$17,950,000.

That portion of Mr. Dawe's address in which the work of the States was particularly followed:

Alabama Stands Eighth.
"Alabama stands eighth in the amount of bonds voted for between March and September, 1909, having approved \$850,000. This amount affects only six counties—Montgomery, \$150,000; Bullock, \$100,000; Calhoun, \$200,000; Pike, \$50,000; Blount, \$100,000; and Walker, \$50,000.

"Perhaps the most significant of these is the vote of Montgomery County, whose faith is pinned to good roads, and was so before the automobile has full sway. Over \$2,000,000 has been spent in this county on good roads, and now more than 50 per cent are improved, rendering it possible for the trade area of Montgomery to increase in the agricultural districts.

"It is not fair to give the impression that only six counties are alive in Alabama. Eighteen counties have shown activity and many more will swing in shortly, for the State work for good roads under the leadership of John Craft, of Mobile, will receive a strong impetus at a meeting to be held in Birmingham next week. Alabama's only port, Mobile, has hitherto been unapproachable by roads from the State capital, Montgomery. The Commercial Club of Mobile, of which John Craft is president, is working for 10 miles of good roads in Mobile County itself. A thirty-five-mile road to Citronelle is already decided on, and a road southwestward to Scranton, Miss., seems assured. The import of this is clearly shown. A few years ago much of Mobile County was pine forest. This is largely gone, and Mobile realizes the necessity of getting in touch with the various communities that have sprung up.

"Jefferson County, whose chief city is Birmingham, has been active during the past seven months, having undertaken twenty-seven miles of county roads, one of them presenting great expense and engineering difficulty—the road across Red Mountain.

Arkansas Votes No Bonds.
"Arkansas does not appear to have voted on any bonds and only six counties report special activity. Lincoln, Clarke, Carroll, and Baxter will construct 119 miles of new road. There is, however, a general stir of interest in the State, for Arkansas realizes its backwardness. Out of 36,445 miles of road reported in 1904 only 181 miles were graveled and 15 surfaced with stone.

"The foot of road activity in that State are Little Rock and Fort Smith, the business leaders at both places realizing that the agricultural and commercial future of the State, the rich possibilities of the Ozarks along mineral and fruit-growing lines, cannot be fully developed until roads are there.

"Arkansas is rich in road-making material.

"The showing of Florida is fine. In 1900 the State had something over 500,000 popu-

lation. In seven months of 1909 it has voted \$1,500,000 for good roads, standing sixth among the Southern States.

"Four counties are involved in this big vote—Duval, \$1,000,000; Manatee, \$500,000; St. Lucie, \$150,000; and Leon, \$300,000. The explanation of the Duval vote is Jacksonville and its ambitions and possibly its contact with the fever for good roads in Georgia. But the explanation of Manatee is almost safely agriculture and the need of getting produce out to the world after nature has done its kindly best to grow it. The Leon County vote is explained by the growing importance of Tallahassee, the State capital.

"The miscellaneous expenditures of the past seven months shows West Florida to be waking. Its type of condition has been similar to that of Mobile County, Ala. Santa Rosa County seems to be taking the lead with an expenditure of \$50,000 for thirty miles. Escambia County may be depended on for more activity later, as Pensacola will be dissatisfied with its few miles northward to Flomaton and will push for the county. In passing it is fair to mention that Pensacola has at one jump during the past seven months increased its paved area over 200 per cent and is adding to it every little while. This is typical of the awakening in some extreme Southern cities.

"Dade County, of which Miami is the chief city, is adding to its improved mileage, and so a Hillsboro, of which Tampa is the chief city. While on the subject of Florida it is just to say the State is working on some very large projects of canals, which may perhaps be ranked as road building. They are good in Holland, anyway, and will be good in Florida.

Georgia One of the Leaders.
"Georgia may be said to be the liveliest 'old State' in the South. It stands third on bond votes, having pledged itself \$2,110,000 since March. But this does not even touch the edge of the activity. There is to be more money spent in the next year by counties not voting for bonds than the \$2,000,000 mentioned—Stewart County, 600 miles; Pulaski, 300; McDuffie, 300; Crisp, 150; Ben Hill, 150; and Dooly, 100. Thirty-six counties in Georgia are going at the road problem with vigor.

The explanation is many—newspaper agitation, the State geologist's work, automobile ownership, and the plain horse sense of the farmer. These elements in any State, when they once pull together, will move the State.

"The most solid bond issue was that of Muskege County, an even \$1,000,000; explanation, the growing importance of Columbus and its environs. But by comparison with it think of the nerve of Clay County, pledging itself to spend \$300,000 for 300 miles of road, and yet there are only two post-offices in the entire county. "Before leaving Georgia it is right to refer to the preponderant influence of Atlanta in the matter of good roads. The work of the newspapers there has been peculiarly effective in every direction. It is impossible to avoid mentioning John S. Cohen, of the Journal, whose eyes have been turned northward to co-operate with the New York Herald; Clark Howell, of the Constitution, whose special triumph will be a highway from Atlanta to Jacksonville and intervening points, and Mr. Seelye, of the Georgian, whose speeches to farmers and others at barbecues have been effective. Such men make journalism a constructive force and are more than mere purveyors of news—they are State builders.

Kentucky Seems Lethargic.
"Kentucky has not voted any road bonds since March. There is or has been a curious condition of lethargy there. Its laws permit bonding, but since 1901, when the methods of taxation became embodied in the constitution itself, there has been little activity in comparison with the need and the opportunity. Yet Kentucky stood in 1904 at the top of the Southern list for stone-surface roads—over 8,000 miles out of a total of 57,000 miles. This was good, but not very meritorious, for the limestone used was the easiest thing to get.

"The significant thing is that Kentucky, with this peculiarly favorable material, has many rural regions, east and west, that are almost inaccessible. There is a stir of feeling in Central Kentucky at least over this matter, for the fact that fifty-one counties take more from the State treasury than they put in—pauper counties—and these are almost exclusively the poor road counties, has aroused attention.

"The eastern and western portions of Kentucky will 'pay' for good roads over and over, these neglected portions are rich in products above and below ground. Kentucky can be depended upon to bring about a change. There is at this moment a strong agitation to lift the tax question out of the constitution and to make the State front a tax rigidity that inflicts inequality while appearing to strive for equality.

"Louisiana has voted on \$200,000 worth of bonds since March, placing it tenth among the Southern States. This surface

BOND ISSUES VOTED OR TO BE VOTED ON

By Southern States, March to September, inclusive, 1909.

Texas	\$5,000,000
Tennessee	3,222,000
Georgia	2,110,000
Oklahoma	1,700,000
North Carolina	1,400,000
Florida	1,400,000
Virginia	1,100,000
Alabama	850,000
Mississippi	500,000
Louisiana	200,000
West Virginia	150,000
Kentucky	0
Arkansas	0
Maryland	0
South Carolina	0
Total	\$17,950,000

indication is not safe. In 1904 Louisiana was the most backward of all Southern States in the proportion of good roads; out of 24,877 miles of roads it had twenty-six graveled and eight heeled. There is now a stir all through the State, for the past few years have opened the eyes of Louisiana to the important part it is to play in national affairs through its minerals and its crops. This is reflected in a good-roads agitation that has gripped Gov. Jared Sanders and placed him to the forefront of the effort.

"Within two months a great meeting was held in Baton Rouge, whose immediate result will be 100 miles of fine road—possibly running along the tops of broadened and strengthened levees—from Baton Rouge to New Orleans. About the middle of November another meeting will be held in New Orleans to strengthen this particular project. To-day the commercial organizations of the State are meeting in Monroe and will come out strong for good roads.

"Some narrow critics are endeavoring to make it appear that Gov. Sanders does not care about the rest of the State, but he is going right along on broad plans, seeming to have an ambition to be the 'good roads' governor of the State.

"A few of the more interesting events in the good-roads effort of Louisiana are the construction of three miles of model road in Catahoula Parish; the determination at Caddo Parish to build 100 miles of good roads in two years; the agreement of Jefferson Parish to spend \$50,000 a year for ten years and to place the whole matter under the direction of the State engineers; a highway from Shreveport to Mansfield, in the construction of which the State will assist.

"Those who have not given much consideration to the difficulties confronting Louisiana need to be reminded that much of the southern portion is alluvial and road material is difficult to get. The enrichment of the State by sugar, rice, and sugar will work marvelous changes in a few years. In many places, however, the wisest plan is the water highway, serving to drain as well as to transport.

Maryland Votes No Bonds.

"The northeast corner of the South is Maryland, and owing to its location, its small size, and its early development its problems along the line of good roads are different from those of the States lying south of the Potomac and the Ohio. The important thing for other Southern States to note is that Maryland keeps right along on good-roads' work. From March to date contracts have been let or bids advertised for affecting 299½ miles of rural roads.

"There are two influences at work on the roads of the State—the county commissioners, who are creating and maintaining roads along the usually approved lines, and the State roads commission, which co-operates with the counties in the construction of permanent roads that embody plans and specifications prepared with the active help of the State geological survey.

Mississippi Lags Behind.

"Mississippi has voted \$300,000 on bonds since March. The State does not appear to have risen to the need of the day. There are two or three encouraging features. Calhoun County, on delta land, will bond itself in \$200,000; Jackson County will spend \$200,000, part of it in a shell road from Pascagoula to Moss Point; Jefferson Davis County will undertake the construction of 350 miles; Hinds County, through its commercial body of Jackson, is being pushed along the highway to better times.

"Within two weeks a good roads meeting was held at Gulfport, and the contagion will rapidly spread. In the remarks on Alabama reference was made to a possible road to Scranton, which will have its good effects.

North Carolina Active.

"At last we reach the State within whose confines history-making is held. North Carolina in twelve counties has voted \$1,640,000 in bonds since March. This places it fifth in the Southern States. North Carolina was the only State in the whole South that had bond questions every month from March to September, inclusive.

"More than three times as many counties are working on their roads, and throughout the State the picturesque and the practical sides of good road making are having equal effect in placing the highways of North Carolina abreast of its remarkable manufacturing development during the past twenty years. Some interesting features of North Carolina activity will be referred to elsewhere, but at this point it is fair to emphasize to the State the value accruing to it from such a citizen as Joseph Hyde Pratt, to whom much of the credit of this interstate meeting is due.

Oklahoma Wants Roads.

"In road bond votes since March Oklahoma stands fourth with \$1,750,000. The proposed bond issue of \$450,000 for Muskogee County was withdrawn. The showing already made by this newest of all Southern States is one to inspire all others. In 1888 nonexistent, in 1904 with 34,238 miles of road various types. Now, in 1909, abreast of all and ahead of some in grappling with the road problem as it affects State prosperity.

"In the census of 1910 no figures will be more eagerly scanned than those which set forth Oklahoma and her accomplished deeds. Owing to the presence of good material in large quantities, according to State Geologist Gould, the State can be depended on to give a good showing in good roads.

"South Carolina has voted no road bonds since March. In fact, the proposed \$400,000 for Spartanburg County and \$300,000 for Newberry County were both defeated. Apart from these facts, you have learned from Commissioner E. J. Watson and President J. H. Hyatt what South Carolina is doing and means to do.

Tennessee Stands Second.

"Tennessee has voted \$3,222,000 in road bonds since March. The issues for Washington County (\$150,000), Monroe County (\$100,000), and Hickman County (\$100,000) were defeated. The favorable votes were in most cases for solid amounts—Knox County, \$500,000; Sullivan County, \$400,000; Blount County, \$300,000; Anderson County, \$300,000; McMinn County, \$250,000, and so on down.

The legislature of Tennessee has for a considerable period been strongly on the side of good roads, and as other county bond issues may hereafter be deemed wise it is essential to see that the legislature is kept up to the good-roads grade.

The statements made here by Henry A. Brown, of the East Tennessee Good Roads Association, and by Gov. Patterson assure you that Tennessee, with some counties that are models of progress in roads, will not be content until model counties are multiplied all over the State.

Texas Leads the South.

"The Lone Star State has a lone preeminence in the matter of bond votes. It has voted \$5,000,000 since March. The greatest defeat was the plan for \$1,000,000 to be spent on 300 miles of road in Tarrant County, of which Fort Worth is the chief city. This county was the State leader in 1904 with 400 miles of good roads. The agitation for 300 miles more will go on. Four bond issues were defeated altogether, but more than twenty went through.

"The activities throughout the State are enormous. The problem is as large as is the future of the State and the men of Texas are going at it in a large way. Two or three typical counties may be mentioned. Ellis County, in the northeast, has been voting on bonds by precincts. In August it assumed \$450,000 and in September \$1,000,000 more. Galveston County, in the southeast, has assumed \$200,000 for good roads. A type of the determination of the men of that port is seen in spending \$45,000 to produce a boulevard effect on the famous sea wall. Then in the extreme west we find El Paso County pushing in every direction going in for the most refined form of effort, asphalted macadam.

"Over sixty counties have in the past seven months assumed obligations to carry forward good-roads effort. The problem of the State is huge, but it is being aided by the most intelligent grouping of executives of commercial clubs found anywhere in the United States.

Virginia Doing Well.

"Virginia stands seventh on bond issues since March. It has voted \$1,100,000. No issues were defeated. The scrutiny of every bid by the highway commissioner is the State's safeguard against extravagance. The most spectacular work at present going forward is the effort for a good road from Richmond to Washington, for which both Richmond and Washington papers are pulling; the highway from Alexandria to Washington on which \$47,000 may be spent; the talk of Alexandria County assuming a bonded debt of \$500,000, and the general activity around Hampton Roads.

"Some co-operative features of great interest are going forward in the State and give evidence of what may later be a common method of securing a common good. The Taft reception at Petersburg aroused talk of a historic highway from that city to Richmond, to be Washington and to Gettysburg in commemoration of the struggles that swayed back and forth around the two capitals of 1861-65. The object may be attained by linking together the many efforts now proposed. But whether attained in whole or in part, the effect on farm lands, on railroads, and on cities will be good. But when all is said and done, the Old Dominion has much to do, and every mile of good road will make her richer and greater.

West Virginia Lags.

"The showing of West Virginia has not been worthy of the rich possibilities of that State. The State board of trade is striving to arouse a good-roads sentiment and will succeed. Kanawha County will spend \$150,000 on thirty miles, which is the most noteworthy roads event in the State in the past seven months. Pocahontas County will build some fine road. The road laws of the State present some of the worst features of road-working by unskilled and usually unwilling labor.

"To show the spirit striving in West Virginia, but not yet visible in the efforts of counties, it is a pleasure to mention the efforts of an association formed to construct a boulevard from Parkersburg to Williamson. This association has put up \$10,000 in cash for the purpose."

Wood Pulp from Russia to Norway.

Lumber prices rule high at the present time in Norway. The principal reason has been the recent strike of the labor organizations in Sweden and subsequent shut down of the lumber and pulp mills in that country. Owing to the high prices on lumber suitable for their pulp mills, some of the Norwegian manufacturers of that article have of late commenced to import raw material from Russia. A short time ago there arrived at the port of Frederikstad, forty miles south of Christiania, from Riga, Russia, two large steamers, with cargoes consisting of 10,000 cubic feet of pine and spruce logs, to be used at the large pulp and paper mills located on the Glommen River, at and near Sarpsborg.

COMPANY HAS NEAT HOUSES

Moderate Priced Homes Erected in Brightwood Park.

Semi-detached and Finely Finished, They Appeal to the Buyer.

The Modern Building Corporation, with offices at 618 Union Trust Building, has apparently solved the problem, so long over the heads of builders, of furnishing a comfortable, well-built residence, in a first class neighborhood, at a low price and on terms to fit the pocket of almost any one with a desire to own his own home.

This company, backed by several well known financiers of Washington, has for its President James S. Finner, who has handled the practical end of building operations for a number of years. Its secretary is Ernest R. Pollin, who has been affiliated with one of Washington's "real estate offices" and has taken part in many big deals.

Along the line of the strides being made by Brightwood Park comes the announcement that twenty-three houses now in course of construction by the Modern Building Corporation are nearly completed and can be made ready for occupancy on short notice. These houses, of brick and pebble dash construction, are of the semi-detached type. They contain seven large rooms and tiled bath, well arranged and neatly decorated. The dining-room is mission, with mantel set in, well-proportioned bay window; while the parlor is finished in white enamel, with two large windows looking on a wide colonial porch.

The houses have combination gas and electric light fixtures throughout. The dining-room dome light is an especially pretty design. The best hot water heating plant has been installed. This gives the houses the distinction of being among the first to sell for but \$3,500 and contain a hot water heating plant in conjunction with both electric light and gas.

The properties are in Illinois avenue, between Jefferson and Kennedy streets. Illinois avenue is a wide street running from Potomac through the grounds of the Columbia Golf Club to Brightwood.

The car service is one of the best running to our suburbs, and is to be augmented in the near future, by a new railway from Takoma Park, south, into Kennedy street and running just north of this property into Fourteenth street and down to the center of town.

This company has just closed a deal for several villa sites near Chevy Chase Circle and expects to break ground at once, for the erection of four handsome residences.

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IS A BIG THING FOR CITY

Waterways Meeting at New Orleans Will Bring Eminent Men.

Great Preparations in Progress for Proper Entertainment of the Delegates.

New Orleans, Oct. 9.—Members of the general and executive committees in charge of the arrangements for the coming convention of the Lakes-to-the-Gulf Deep Waterways Association are busily forming plans for the entertainment programme.

Though somewhat handicapped by the fear that the necessary funds will be a long time coming in, the various subcommittees have been able to do a large amount of work. These committees have been looking after many details which must be perfected before the success of the programme can be assured, and all members are said to have given careful attention to the work.

It has been estimated that the committee will need about \$25,000 or \$30,000 to insure the success of the entertainment programme, upon which the success of the waterways convention largely depends. When called upon to care for the waterways convention in 1907 and 1908 Memphis and Chicago experienced little trouble in securing the funds necessary. It is hoped that New Orleans will have as little difficulty.

The convention of the Lakes-to-the-Gulf Deep Waterways Association, which will bring to this city one of the most distinguished bodies of men ever gathered here, is probably the most important gathering the city has been called upon to entertain in years. As its guests it will have the President and Vice President of the United States, members of President Taft's Cabinet, United States

Senators, and many members of the national House of Representatives. In view of the showing made by Memphis and Chicago in entertaining the big meeting, it is held that New Orleans cannot do too much in the matter of taking care of the association and its guests. Hence the urgent appeal for funds, which, it is hoped, will be given the favorable consideration of the community.

Argentine Wheat Yields.

The Argentine wheat yield will approximately equal that for 1908-9 (324,480,000), though the prolonged drought may slightly lessen it. The rapid extension of the area under wheat in Argentina will greatly increase the production within the next few years.

Work Starts on Power Plant.

Baltimore, Oct. 9.—Two hundred men are working on the McCall's Ferry power plant and it is understood that the number will shortly be doubled. The property is still in the hands of a receiver, but a plan of reorganization has been formulated and the committee hopes to lift the receivership by the end of the year. About 80 per cent of the construction work has been finished. In some quarters it is believed the plant will be in operation within twelve months. The McCall's Ferry Power Company has contracts to furnish electric current to the Consolidated Gas, Electric Light and Power Company and the United Railways and Electric Company of Baltimore.

POTOMAC HEIGHTS LEADS FOR BEAUTY, HEALTH, HOME ENJOYMENT.

That gentle song—"The dearest thing in life, to me, is home, sweet home—" Is not only a charming melody, but contains the very germ of good advice. A home, modest though it may be, is a refuge against care, an assurance of shelter, a guarantee of respectability. A home with everything beautiful surrounding it, a home that because of its environments and the progress which is rapidly changing the landscape will surely increase in value with every month that passes, is attainable now.

AT POTOMAC HEIGHTS, THE GEM OF THE DISTRICT.

Nearly 100 lots sold within six weeks. Handsome residences provided for. Water, sewerage, cement pavements, shade trees arranged for by the

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At its own expense and for your benefit and profit. Perfectly healthful neighborhood, attested by every resident in the vicinity. Boating, fishing, bathing, accessible at several points near by, and that always favorite resort,

CHAIN BRIDGE, CROSSING THE POTOMAC.

Always open to those who love rustic life or beautiful scenery. Lots at 15, 18, and 20 cents per square foot, 25x125 feet average size; and average price, \$450 to \$500. Terms, one-fourth cash, balance 6, 12, and 18 months, or 10 per cent cash, balance easy payments monthly.

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Double your money in 12 or 18 months by investing in a lot at Potomac Heights; or buy a lot there and build a home. We will help you do it. Come to us or write us for particulars; let us take you over the property and make your choice NOW. In a little while the prices will be advanced.

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Special Free Cars to FRANKLIN PARK

SUNDAY, OCTOBER 10

The Syndicate owning Franklin Park offers the greatest lot-selling proposition that has ever been presented to the people of Washington. Go out Sunday.

The special cars leave 36th and M streets, the terminus of the Capital Traction Line (the Pennsylvania Avenue line), and Washington Railway and Electric Company (Georgetown line) as follows:

Car leaves 36th and M Streets at 2:30 o'clock.

Car leaves 36th and M Streets at 4 o'clock.

Franklin Park is located on the Great Falls and Old Dominion double-track, rock-ballasted electric railway system—40 squares from the city.

Returning, the special cars reach Franklin Park Station at convenient periods. At Franklin Park FREE TICKETS will be given to pay for the tickets used to reach 36th and M streets going from the Capital Traction or the Georgetown line of the Washington Railway and Electric cars, 36th and N streets (upstairs).

Follow the crowds to Franklin Park. Spend an hour in Franklin Park. A better chance you will never have. A better offer you cannot get.

Elevation 400 feet higher than Washington.

Salesmen on ground. All car fares refunded. Highest elevation. Greatest value. Lowest prices. Acre lots, 43,560 square feet. 20 city lots, only \$700 to \$1,000. Your terms. Lots, \$50,000, containing five city lots, \$200 to \$300. \$5 to \$20 cash and \$5 to \$10 per month. No interest. No taxes. Cement sidewalks on important streets. Car fare, 11 cents per day. Free transfers. Any size lot you want, from 50-foot frontage to five acres.

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